

Federal Highway Administration OHIO DIVISION





In Memory of 1st Lt Charles L. Wilkins III



Charles L. Wilkins III, an officer in the Ohio Army National Guard's (OHARNG) 216th Engineering Battalion, was killed on August 20, 2004, while serving his country in Iraq. He was formerly with the 191st Engineering CO. He dedicated his life to public and military service to improve his community, and sought spiritual growth and personal improvement throughout his life. He was a parishioner at the St. Thomas More Catholic Newman Center and volunteer for the Habitat for Humanity. Charles was a generous soul who touched the lives of many people throughout his short life. Charles was a Transportation Planner with the Federal Highway Administration in the Ohio Division and was a member of the American Institute of Certified Planners. He was commissioned into the U.S. Army Corps of Engineers as a reserve officer, and was a former member of the 160th and 121st CAMS in the OHARNG. Charles was an Ohio State University alumnus and Capital Law School student.

Charles Wilkins III was a co-worker, a friend, and a hero. He will truly be missed by all.







A LETTER FROM THE DIVISION ADMINISTRATOR AND THE ASSISTANT DIVISION ADMINISTRATOR

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Dear Customers and Partners,

The Ohio Division of the Federal Highway Administration is pleased to present our 2004 Accomplishment Report and 2005 Business Plan Summary. This document is intended to communicate our commitment to working with you, our customers and partners, to keep America moving safely, comfortably, economically, and without harm to our environment. Our vision is to create the best transportation system in the country for Ohioans through proactive leadership, stewardship, and continuous quality improvement.

The intent of this document is also to familiarize our customers and partners with the Division's resources, philosophy and emphasis areas. You can scan through pages organized by the Offices' different program areas and check our progresses on identified outcome measures we believe are key to our success.

We trust that you will find this document informative and useful.

Dennis A. Decker Division Administrator

Patrick A. Bauer Assistant Division Administrator

VISION/MISSION/VALUES



OUR VISION

To create the best transportation system in the country for Ohioans through proactive leadership, stewardship, and continuous quality improvement.

OUR MISSION

To meet Ohio's needs for a safe and efficient multi-modal transportation system that is sensitive to the human and natural environment.

OUR VALUES

Honesty/Integrity

We will continuously work to develop and maintain the highest level of trust, confidence, and ethical standards in our interaction with each other, our partners, and our customers.

Valuing Employees and Partners

We commit to developing and supporting the knowledge, skills, creativity, and motivation of ourselves and partners that work toward a shared mission and goals.

Social Responsibility

We commit to our responsibilities to the public, maintaining the highest standard of ethical behavior, and the need to practice good citizenship.

Team Building & Cohesiveness

We will inspire, motivate, and guide ourselves and partners toward mutual goal accomplishments. We will consistently develop and sustain cooperative working relationships with each other and our partners, and respect each other as individuals.

Focus on Results and Creating Value

We will use our results to create value for ourselves, our customers, our partners, the transportation community, and the public to continuously improve our business operations.

Agility

We will have the knowledge and ability to rapidly adapt to the change and challenges in our programs, policies, technologies, and business processes.

ATTRIBUTES

Located in Columbus, Ohio, the FHWA Ohio Division Office coordinates closely with the Ohio Department of Transportation (ODOT) in the administration of the Federal-aid Highway Program. Other key partners include Ohio's 17 metropolitan planning organizations (MPOs); local public agencies; federal, state, and local resource agencies; Ohio colleges and universities that conduct transportation research; and organizations that represent the transportation industry. With our partners, we predominantly focus on issues related to project, program, and process improvements. We also provide oversight and technical assistance during the development and construction of transportation projects. Our ultimate customer is the traveling public.

Currently comprised of 33 employees with diverse educational and professional experience, the Ohio Division is organized into the following three offices:

Office of Assistant Division Administrator:

In addition to the Division Administrator, this office houses the program managers responsible for Civil Rights, Quality Program, and Information Technology. It also includes the Financial Management Team, which is responsible for the following: Federal-aid financial management; innovative finance; asset management; and internal budgeting and business operations. In addition, it includes the Administrative Services Team, which is responsible to ensure the efficiency of the internal operations.



Office of Engineering & Operations:

This office's primary responsibilities include issuing project eligibility determinations; processing project-level environmental documents; and providing oversight on the design and construction of larger, more complex projects. In addition, this section is responsible for program areas related to project development/design, construction, maintenance, and materials. Other responsibilities include pavements, bridges/structures (including geotechnical issues), and technology transfer.



Office of Program Development:

This office is comprised of an Office Director and four Teams: Planning, Environment, Right-of-Way, and Mobility and Safety. It is responsible for administering the areas of statewide and metropolitan planning, transportation air quality, environment, research, right-of-way, mobility and traffic operations, intelligent transportation systems, and highway safety.



FISCAL YEAR 2004 ACCOMPLISHMENT REPORT

During FY 2004, the Ohio Division assured that the Federal-aid Program was delivered consistent with the laws, regulations, policies, and procedures. A systematic process is being utilized to ensure that the Division Performance Plan is aligned with the National Performance Plan and individual performance objectives. This resulted in numerous significant accomplishments completed in FY 2004 that clearly demonstrates the linkage to the National Performance Plan, and they are summarized below:

Safety:

- The Division's Safety Integration Team completed its report on the series of external customer focus group meetings held with representatives of the ODOT districts, metropolitan planning organization's (MPO's) counties & cities to determine how FHWA can better serve them in improving safety in the areas of planning, environment, right-of-way, design, construction and maintenance. The report identified best practices to be shared and recommendations for activities for the Division staff.
- Division staff continued to support the ODOT and Ohio Department of Public Safety in their quest to improve the quality of crash data through their on-going pilot project with the Ohio State Highway Patrol and three local police and sheriff's departments. This pilot is currently set to be completed in the first quarter of FY 2005.
- Began working with ODOT and Resource Center staff in the development of an intersection safety plan. Hosted two presentations of the FHWA one day Intersection Safety Workshop. Workshop participants included ODOT, municipal and consultant staff.
- The Ohio Division staff participated in the three rounds of the ODOT Work Zone Organizational Performance Index reviews. Review of last year's crash data indicated a need to look at the length of entrance ramp merge areas to ensure that they met standards or were maximized based on the conditions. District personnel were notified of any deficient entrance ramp merge areas observed. The overall condition of the work zones reviewed resulted in ratings in the 5-6 range, with 6 being excellent.

Mobility and Productivity:

- The division staff conducted and completed the Work Zone Self Assessment with the Ohio DOT. The opportunities for improvement that were identified in this review will be used along with information from other reviews such as the Work Zone Quality Assurance Reviews to improve the efficiency and safety of traffic flow in work zones.
- Regional ITS Architectures Division staff worked closely with the corresponding MPO of three of Ohio's major metropolitan areas (Dayton, Toledo, and Youngstown) in the development of their respective regional ITS architecture, and a fourth one (Columbus) in the update of its existing regional ITS architecture.
- Systems Engineering Process The Division Staff worked closely with the MPOs and coordinated
 with FHWA staff in HQ and the Resource Center to provide training in the fundamentals of the
 Systems Engineering Process to state and local transportation professionals from the metropolitan
 areas of Dayton, Springfield, Cincinnati, Toledo, Akron, and Youngstown.

FISCAL YEAR 2004 ACCOMPLISHMENT REPORT(CONTINUED)

- Development of Congestion Partnerships (VFG) The Division staff conducted and completed the baseline Regional Transportation Operations Collaboration and Coordination (RTOCC) Assessment for six of Ohio's major metropolitan areas: Cincinnati, Cleveland, Columbus, Dayton, Toledo, and Youngstown.
- The Ohio Division continued to support ODOT's strategic Initiative 9 (Build Bridges Faster, Smarter, Better) through technical comments and input on several projects. This initiative will result in a tool box of techniques that can be applied to projects early in the design process to reduce the time to construct a bridge, thereby shortening the overall impacts due to construction.
- The division staff conducted and completed the Traffic Incident Management Self Assessment in three major metropolitan areas (Cincinnati, Dayton, and Toledo). Each of the areas identified key issues that will improve their traffic incident management programs.
- The Division provided technical assistance to Maine DOT by participating in a Value Engineering Study of the Waldo-Hancock Bridge. The Division representative shared lessons learned from Ohio's cable-stayed construction projects. The representative joined a multi-state team that resulted in a fast-track method to accelerate construction of an important river crossing.
- The Division staff, jointly with ODOT, performed Quality Assurance Reviews on the design of new, reconstructed and rehabilitated pavement structures. The reviews verified that approved design procedures were being consistently used and implemented on a statewide basis.
- Division staff assisted ODOT with the development and implementation of improved pavement smoothness specifications to improve the quality of pavement construction and improve user satisfaction on the state highway system.
- The Division staff, jointly with ODOT, performed Construction Quality Assurance Reviews for new and rehabilitated pavements on the NHS. Findings from the reviews were tabulated, analyzed and evaluated to develop improved procedures, guidelines and specifications for flexible and rigid pavement construction.
- Division staff, with the assistance of ODOT and FHWA's Pennsylvania Division staff, organized
 and conducted a workshop to share Ohio's experiences with highway construction warranties with
 top managers in PennDOT. The group shared experiences with the benefits and limitations of warranties, specification development, construction experiences, field review, and evaluation and
 monitoring, and dispute resolution with highway contractors.

Environment:

- The Environmental Process Manual has been completed. This manual provides detailed instructions to NEPA practitioners for completing EAs and EISs under ODOT's Project Development Process which will ultimately help streamline the process.
- The Division is continuing to work with ODOT, the Ohio Historic Preservation Office, and the Advisory Council on Historic Preservation to implement a programmatic agreement on collaborating to satisfy requirements of Section 106 of the National Historic Preservation Act.

FISCAL YEAR 2004 ACCOMPLISHMENT REPORT(CONTINUED)

- In furthering the spirit of the FHWA/ODOT Environmental Teamwork Initiative, we have worked jointly to establish electronic tools for tracking the priority and status of current and future actions/ approvals on project specific environmental documents. An internal website has been established to provide project specific information to the engineering staff regarding pending and future actions for environmental documents.
- FHWA teamed with ODOT to complete and implement new Project Development Processes. These comprehensive manuals are tailored to project complexity (major, minor, and minimal). All necessary steps from conception through construction are defined, and associated products are tracked. The primary goals of this initiative were to streamline the delivery of projects and improve the quality of construction plans.
- Environmental Streamlining funds were used to conduct a partnering session between the FHWA, U.S. Fish & Wildlife Service, and ODOT. The main purpose of the partnering sessions was to develop new processes for endangered species coordination involving the Indiana Bat.
- The Division led a process review for Transportation Enhancement projects. The intent was to gain further information and knowledge of the State's and 17 MPO's relationship and responsibilities as stewards of the TE program. As a result of this review, the Division will be taking a more active role in working with ODOT's Central and District offices, and the MPOs to further accomplish a higher standard for program delivery and project selection.

National Homeland Security:

 The division staff conducted a thorough review of the 16-foot vertical clearance routes in Ohio and recommended modifications to more accurately reflect the current conditions.



• The Division initiated a vulnerability assessment for the cable-stayed Maumee Bridge. The assessment showed strengths and weakness of the design and allowed ODOT to use the information for mitigation efforts. The Division also assisted Headquarters and the U.S. Coast Guard in performing structural vulnerability studies of bridges in the Cleveland and Toledo metropolitan areas.

Organizational Excellence:

- The Division created and deployed the Ohio Division's website. This site contains valuable information that can be easily obtained by our customers and partners. Visit our website at http://www.fhwa.dot.gov/ohdiv.
- The Division has developed an improvement plan in response to the Agency-wide partner survey. Process Owners have been identified in each improvement area and action plans have been developed to serve as a contract to achieve desired outcomes. The Division empowered teams to partner with ODOT and MPOs to understand their concerns and identify ways for improvement.

FISCAL YEAR 2004 ACCOMPLISHMENT REPORT(CONTINUED)

- The Ohio Division placed increased emphasis on Technology Transfer (T²) activities. Examples of T² activities include arranging for the FHWA Technology and Innovation exhibit at the Ohio Transportation Engineering Conference; significant involvement by FHWA Division Office, Resource Center, and Headquarters personnel at the Ohio Asphalt Paving Conference; producing a video of an NHI course for distribution to ODOT Districts and LTAP; and identifying strategies to deploy new technologies.
- The Ohio Division co-hosted the Fifth Biennial Interstate Technical Group on Abandoned Underground Mines Workshop. The program focused on the effects of mine development on highway planning, design, construction, maintenance, and infrastructure development. The Ohio Division also co-hosted an International Geotechnical Management System Workshop.
- The Division and FTA Region V, in conjunction with the Illinois, Indiana, Michigan, Minnesota, and Wisconsin Divisions, implemented a Memorandum of Agreement to streamline metropolitan and statewide transportation planning oversight. The agreement promotes effective communication, establishes roles and responsibilities, and provides a reasonable timeframe for Division/Region actions.
- A programmatic agreement was finalized and implemented between the ODOT Central Office
 Utilities Section and the Division which will streamline procedures aimed at reducing the paperwork and processing time for certain Federal actions involving utility relocation plans and
 estimates, reimbursement eligibility, contractor/consultant use and utility relocation billing.
- Provided critical Emergency Relief support to ODOT and local agencies for three separate flood events in southeast Ohio.
- Developed and presented DBE fraud awareness training to alert and raise consciousness of prohibited behavior in federally funded projects. The presentations were made to ODOT construction staff and contractors during the annual ODOT statewide conferences.
- Conducted the DBE Program Peer Review with the focus on the certification process. Assistance was provided by Civil Rights counter parts in the Michigan Division, State DOTs of Ohio & Michigan, and technical assistance provided by the Resource Center Civil Rights Specialist.







STRATEGIC DIRECTION AND GOALS

The continuing challenge that we face is enhancing the movement of people and goods from one place to another, while ensuring the safety of the traveling public, promoting the efficiency of the transportation system, and protecting the human and natural environment. To meet these challenges, in concert with our partners and stakeholders, we strive to serve as leaders, innovators, and stewards, through the following goal-based Strategic Themes:



The above images is of the 70/75 Interchange currently under construction in Dayton, Ohio. The six year project will transform the interchange into one of the safest, most modern and efficient interstate crossroads in the country.

These piers are part of the new one half mile long flyover ramp

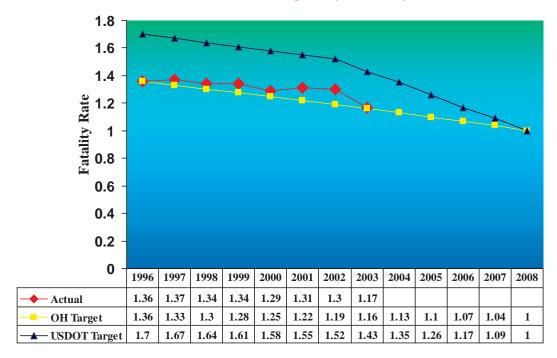
Highway Safety:

The Ohio Division Highway Safety Program strives to develop and improve partnerships and programs within the engineering, education, enforcement and Emergency Medical Service communities throughout Ohio to improve highway safety while also promoting Ohio safety community as a leader in this area. This is accomplished through programs that:

- Improve roadway design
- Reduce congestion in work zones
- Improve rail-highway grade crossings
- Increase seat belt/child restraint usage
- Decrease drunk or impaired driving
- Provide timely & accurate crash data
- Provide timely & accurate traffic incident information



Ohio's Highway Fatality



- Actual OH Target → USDOT Target

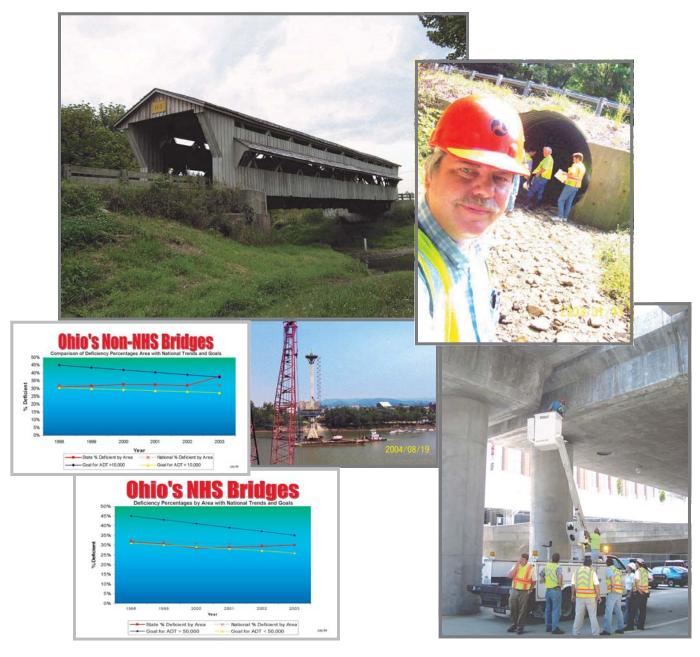
Unit Performance Objective: Reduce the highway fatality rate.

Strategic Measure: Reduce the highway fatality rate to 1.0 per hundred million VMT in 2008.

Mobility and Productivity:

Continually preserve, improve, and expand the highway transportation system while, at the same time, enhancing the operation of the existing highway system and intermodal connectors. Key objectives include:

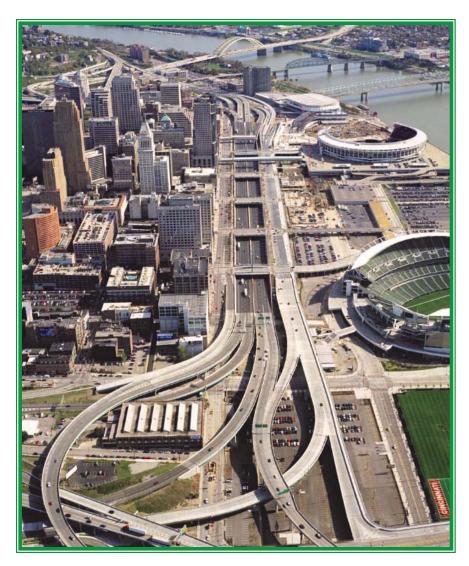
- Reduce work zone delay
- Reduce incident delay
- Further deploy Intelligent Transportation Systems
- Provide longer lasting highway structures
- Improve pavement surface characteristics
- Increase use of accelerated construction techniques



Global Connectivity:

Continually promote and facilitate a more efficient domestic and global transportation system that enables economic growth. Key objectives include:

- Sustain the economic efficiency of goods movement on the surface transportation system.
- Reduce travel time in freight significant corridors.



Fort Washington Way in Cincinnati

While only 35^{th} in geographic size, Ohio has the nation's 5^{th} highest traffic volume traveling on the 4^{th} largest interstate network and 2^{nd} largest bridge inventory.

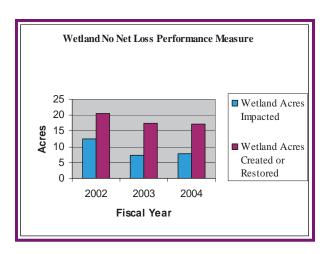
Environmental/Stewardship:

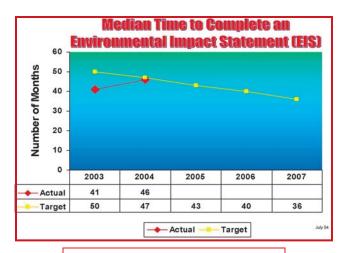
Continually protect and enhance the natural environment and communities affected by highway transportation. Key objectives are:

- Promote transportation solutions that enhance/protect ecosystems and sustain ecosystem viability.
- Reduce motor vehicle emissions and maintain high level of compliance with air quality conformity.
- Improve planning and environmental processes to achieve better results and timeliness.
- Decrease median time for all Environmental Impact Statements (EIS) and Environmental Assessments (EA).



Wetland Mitigation area created in Pickaway County





Unit Performance Objective:
Unit Performance Objective:
Improve the efficiency and effectiveness of the environmental process.
Strategic Measure:
Decrease the median time to complete EIS to 36 months by 2007.



Meigs: County/

National Homeland Security:

Continually to improve highway security and support national defense mobility through collaboration with the Department of Homeland Security, and our state, local, private sector, other federal agency partners. The goal is to keep our national transportation system operating and ensure that system users are safe and secure. Key objectives are:

- Develop strategies to enhance transportation security.
- Ensure military transportation needs are met.
- Develop strategies to improve emergency preparedness response, and recovery efforts.

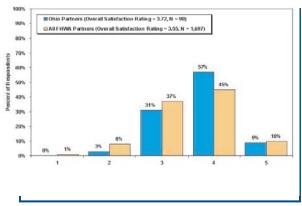
Organizational Excellence:

Continually improve our external customer service by providing timely and credible responses and decisions, anticipating customer needs in advance, offering value-added technical assistance in all program areas, and advancing FHWA's ability to manage for results and innovation. Key objectives are:

- Improve stewardship and oversight of financial management, construction, and design activities to reduce cost growth on projects.
- Implement a Quality Improvement program to address high risk areas and areas of interest to the state DOT.
- Implement division stewardship and oversight plan.
- Improve the statewide and metropolitan transportation plans and programs.
- Provide training, best practices, and other innovative techniques to support an effective and efficient Federal aid right of way program.
- Improve customer and partner satisfaction.
- Improve employee satisfaction and effectiveness.
- Improve employee and partner training and professional development.
- Identify and deploy priority technologies.



Employee Satisfaction



Customer Satisfaction

KEY INITIATIVES

To achieve these goals, the FHWA Ohio Division has defined a number of initiatives for Fiscal Year (FY) 05 and beyond. The following is a list of key strategic initiatives for FY 05. While this is not an exhaustive list, it is representative of where the division office is focusing FY 05 efforts. For a detailed list of our initiatives, please request a copy of our FY 05 Performance Plan.

KEY INITIATIVES FOR FISCAL YEAR 2005

Safety:

- We will provide technical assistance to the Ohio Safety Coordination group to develop a Comprehensive Highway Safety Plan based on the American Association of State Highway and Transportation Officials' Strategic Highway Safety Plan and the Ohio Department of Transportation's (ODOT), Ohio Department of Public Safety's, National Highway Traffic Safety Administration's, Federal Motor Carrier Safety Administration's, Federal Railroad Administration's, and Federal Highway Administration's (FHWA) national goals.
- The FHWA Division Leadership Team will assume a role as visible active proponents for safety.
- We will work to improve the quality and safety of work zones and reduce work zone related congestion by: participating in ODOT's Work Zone Operational Performance Index and Work Zone Quality Assurance Reviews to develop and implement improvement opportunities; performing maintenance of traffic reviews during inspection of "Full Oversight" projects; and facilitating the Work Zone Mobility and Safety Self Assessment, providing results to the HOTO, Work Zone Mobility and Safety Team.

Mobility and Productivity:

- We will work with the Metropolitan Planning Organizations (MPOs) to form or maintain intelligent transportation system (ITS) architecture teams.
- We will promote and support the establishment of inter-agency agreements that will facilitate cross-jurisdictional traffic signal coordination and arterial management.
- We will conduct Regional Transportation Operations Collaboration and Coordination (RTOCC) Assessment for each of Ohio's major metropolitan areas and initiate the development of work groups for two metropolitan areas.
- We will champion local agencies to develop and implement traffic incident management programs in the largest metropolitan areas in Ohio.
- We will work with ODOT and local agencies in the development and improvement of strategies at the 342 sites identified by ODOT's Congestion Management System.
- We will work with ODOT and local agencies to assure design and implementation of efficient and effective work zone traffic control plans.
- We will champion ODOT and local agencies to develop and implement freeway management and arterial management systems.

KEY INITIATIVES (CONTINUED)

Mobility and Productivity (continued):

- We will promote the development of ITS projects and integration strategies in the eight major metropolitan areas, in conformance with their respective regional ITS architecture.
- We will promote and facilitate the development and implementation of Freeway Management System projects and other ITS technologies.
- We will conduct Traffic Signal Timing baseline survey as defined by HQ program manager.
- With ODOT, we will identify and implement improvements to the Local Public Agency (LPA) Bridge Program.
- We will provide technical assistance to implement lessons learned throughout ODOT Strategic Initiative #9 for 2003, Build Bridges Faster, Smarter, Better, along with the appropriate FHWA market-ready technologies.
- We will complete a joint FHWA/ODOT process review on materials control and documentation to verify the materials control acceptance procedures used in the field.

Global Connectivity:

 We will develop a priority list of National Highway System (NHS) Connectors and market-improvement strategies to Ohio's freight stakeholders.



Environment:

- We will establish the stream restoration program as an exemplary ecosystem initiative.
- We will develop the Indiana Bat conservation plan as a future exemplary ecosystem initiative.
- We will ensure that a Congestion Mitigation and Air Quality (CMAQ) program is in place that will reduce mobile source emissions in Ohio.
- We will provide ODOT and the MPOs with the technical assistance and training needed to implement the new 8-hour ozone standard.
- We will provide technical assistance and support for the adoption of Context Sensitive Solutions (CSS).
- We will improve the procedures to establish realistic project schedules.
- We will develop trend analysis from the Division comment tracking database.
- We will implement the results of the domestic wetland scan in Ohio.

National Homeland Security:

- We will complete Maumee River Crossing Blast Vulnerability Assessment and Mitigation and develop lessons learned.
- We will develop an agreement to assure ODOT's commitment to meet vertical clearance requirements over Strategic Highway Corridor Network (STRAHNET) routes.
- We will sponsor and organize Emergency Transportation Preparedness and Response Workshops for the Columbus metropolitan area.

KEY INITIATIVES (CONTINUED)

Organizational Excellence:

- We will implement a comprehensive financial oversight review program.
- We will improve stewardship and oversight of construction and design activities to reduce cost growth and maintain scheduled milestones on major projects.
- We will conduct Traffic Signal Timing baseline survey as defined by Headquarter's program manager.
- We will provide stewardship & oversight in program areas through reviews, field inspections, certification reviews, meetings, etc.
- We will implement a Quality Improvement Review (QIR) program to address high risk areas and areas of interest to ODOT, and develop a QIR policy.
- We will provide technical assistance and guidance as ODOT develops and implements an electronic State Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP).
- We will implement the Planning Collaboration Initiative (PCI) Memorandum of Action (MOA) and document the resulting process improvements.
- We will conduct the Akron, Cincinnati, Cleveland and Dayton Transportation Management Area (TMA) certification review and resolve review findings.
- We will continue and complete the State Planning and Research (SPR) Program and CMAQ Program Reviews begun in FY04 and implement review recommendations.

- We will partner with ODOT Office of Urban and Corridor Planning developing and conducting Quality Assurance Review focusing on the policies, processes and products of Ohio's non-TMA MPOs and implement review recommendations.
- We will assist ODOT in the development and deployment of innovative technologies and techniques in its right of way functions.
- We will provide assistance in training to customers and partners, including training of new FHWA right of way personnel.
- We will implement identified improvement areas from the 2003 State and Local survey and the Quality of Work Life survey.
- We will develop and implement a Leadership Development Program.
- With ODOT, we will identify and implement Priority Technologies.



Dennis Decker, Ohio Division Administrator Gordon Proctor, Director, Ohio Department of Transportation

OFFICES

OFFICE OF ASSISTANT DIVISION ADMINISTRATOR

The Office of Assistant Division Administrator is responsible for five areas of operation within the Ohio Division Office: Financial Management Team; Quality Program; Administrative Services; Information Technology, and Civil Rights.



Financial Management Team provides stewardship of funds and coordinates efforts to ensure that our partners maintain appropriate accountability for expenditures. The Team is responsible for five areas of operation within the Ohio Division Office: Internal budget and related business operations; Federal-Aid Financial Management; Asset Management, and Innovative Finance.

Quality Program: Quality management uses "systems thinking" to focus all aspects of the organization (vision, mission, values, people structures, systems and processes, and results) on customer service. The Ohio Division uses quality management principles, as described in the criteria for the Malcolm Baldrige National Quality Award, to guide their activities. These quality principles driven

guide their activities. These quality principles, driven by and focusing on customers, are the foundation for improving government performance.



Juality Journey

Administrative Services Team is a self-directed team. Their vision is to meet the needs of internal and external

customers through administrative support services, information management, and data processing in a timely and professional manner. They plan, prioritize, and manage work within their responsibilities and provide backup coverage to provide consistent customer service.

Information Technology: The Computer Specialist is responsible for Local Area Network (LAN) administration, web server intranet administration, and computer user support. Each of these items is complex and requires an individual knowledge base to ensure smooth functioning when woven together as a whole.



OFFICES (CONTINUED)

Civil Rights: The United States has a history and a strong allegiance to democratic principles. Congress has endeavored to address discrimination with Civil Rights laws and programs, which are the basis of the Ohio Civil Rights Approach in the Federal-aid program. It is our mission to ensure that federal dollars are not used to subsidize discriminatory actions in benefits and services administered by the state. There are two major focus areas, employment and contracting opportunities, afforded by recipients of federal funds in the state. The Ohio Department of Transportation as a recipient of Federal Highway funding provides equal opportunity to applicants for employment internal to ODOT and contracted highway construction employment. Men and women are encouraged to apply without regard to race, color, national origin, religion, age and or disability if qualified to perform the job. The ODOT also, has according to federal requirements, a Disadvantaged Business Enterprise (DBE) program, that is designated for women, minorities and other qualifying socially, disadvantaged persons, to assist their participation in the Ohio construction program. The Ohio Division of Federal Highway Administration fosters and encourages outreach to historically underserved communities and community activist organizations. In partnership with ODOT, our agency assists in developing and outreaching



OFFICES (CONTINUED)

OFFICE OF PROGRAM DEVELOPMENT

Program Development involves all aspects of **Planning, Environment, Right-of-Way, and Mobility and Safety**. It is responsible for administering the Federal-aid Highway Program statewide in the areas of statewide and metropolitan planning, transportation air quality, environment, research, right-of-way, mobility/traffic operations, intelligent transportation systems, and highway safety. The Planning Program identifies long- and short-term needs and possible solutions within metropolitan and statewide areas. Metropolitan Planning Organizations (MPO), Ohio Department of Transportation, Federal Transit Administration (FTA) and United States Environmental Protection Agency (USEPA), and citizens are just a few of the customers. The Environmental Program includes the development of statewide policies, procedures, and multi-agency agreements that result in better project-level decisions and a streamlined environmental process. Our customers include ODOT, Ohio Environmental Protection Agency (OEPA), Ohio State Historic Preservation Officer (OSHPO), and the public. The Right-of-Way Program involves the acquisition and management of property acquired for highway purposes.

The Mobility and Safety Team is comprised of three staff members with program and technical expertise in the following areas: mobility/traffic operations, Intelligent Transportation Systems, and highway safety. The team members provide policy, program, and technical assistance and guidance to the ODOT and Local Public Agencies in developing program initiatives, policies, procedures, and guidance and addressing project level technical issues. The Mobility and Safety Team works with the ODOT's central office on program matters and oversight activities, and more directly with ODOT's district offices and Local Public Agencies on project technical issues.



Freeway Management



Operation Control Center



Ohio Amber Alert Advisory

OFFICES (CONTINUED)

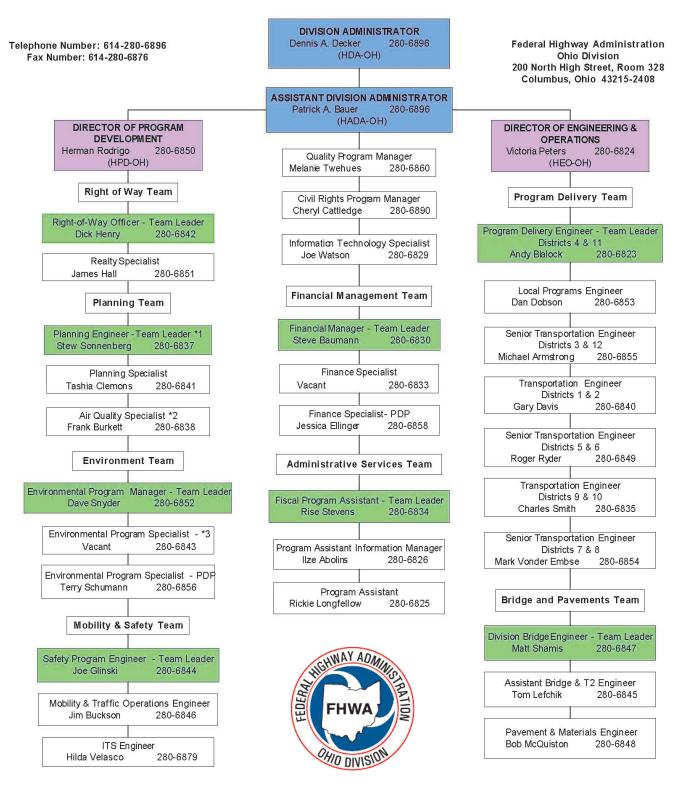
Office of Engineering and Operations

The Office of Engineering and Operations is comprised of two teams, the **Program Delivery Team** and the **Bridge and Pavements Team**. The office provides oversight and program level technical assistance to ODOT in support of delivering the federal-aid program. The basic activities of the Program Delivery Team include project eligibility determination, environmental document processing, design and construction project oversight activities on federal oversight projects, program management for project development, construction, and maintenance, and general technical and federal-aid program assistance.

The Program Delivery Team works with the Ohio Department of Transportation Offices for project level activities and with the Central Office on a number of statewide program functions. In addition to the activities described above, these include Utilities Relocation and Coordination, the Recreational Trails Program, Design Standards, Material Testing Sampling, the Emergency Relief Program, the Appalachian Highway Program, and the Local Programs Engineer.

The Bridge and Pavements Team provides program level assistance in pavements, structures, geotechnical engineering, and technology transfer. The team is also a resource for specific project level issues in their areas of expertise.





Planning Assignments

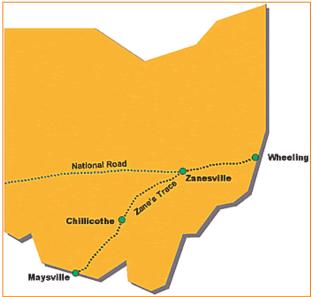
*1 - Cincinnati-OKI, Dayton-MVRPC, Springfield, Toledo-TMACOG, Lima, Sandusky & Huntington-HIATS/KYOVA

- *2 Cleveland-NOACA, Akron-AMATS, Canton-SCATS, Steubenville-BHJ & Youngstown-EASTGATE
- *3 Columbus-MORPC, Mansfield-RCRPC, Newark-Heath-LCATS, Parkersburg-WWW & Wheeling-Bel-O-Mar

Visit our website at:

http://www.fhwa.dot.gov/ohdiv

Back In Time



Current Ohio map shows Zanes Trace from Wheeling, West Virginia to Zanesville to Chillicothe and to Maysville, Kentucky.

Zane's Trace

By Rickie Longfellow

Colonel Ebenezer Zane and his brothers followed Native American footpaths to cut the first road from the wilderness in the Northwest Territory in the late 1700s. Colonel Zane, who founded Wheeling, West Virginia, and helped to settle Lancaster, Ohio, appealed to Congress for permission to build a road and in 1796 he received permission, after he had already begun the project. Zane requested and received from the American government, land grants where the Trace crossed the Muskingum, Hocking and Scioto Rivers to pay for his surveying costs. The government, agreed to his request, believing that a major road to be opened in 1797 would bring more settlers to Ohio and therefore increased trade.

Zane's Trace, intermingled with what is now the National Road and Route 40 was the shortest distance between Wheeling and Limestown, Kentucky (present-day Maysville) on the Ohio River. In the early stages, Zane's Trace was wide enough for only a horse and rider but not a wagon. Many of the pioneers used the Rivers for transportation, so Zane built ferries at each of the river crossings. After having built a ferry at the mouth of the Licking River, a small town developed, eventually named Zanesville.

In 1800 the road was widened from Wheeling to Zanesville, but it was steep with deep ruts making travel difficult. But the Trace was the only major road in Ohio until after the War of 1812.

In 1803, after Ohio received its statehood, the state legislature set aside money to improve Zane's Trace



and make it accessible by wagon. Trees were cut down to make it 20 feet wide and bridges were built. Soon travel by wagon from Wheeling to Chillicothe was possible. Now travelers began to use the road. Settlements sprang up along the way, with businesses such as taverns and inns that catered to the travelers. Farmers began to use the road to transport their crops to market.

In Lancaster, Ohio Zane's Trace crossed the Hocking River. German settlers used the road for their westward travels, many arriving from Pennsylvania. The Trace provided the way for such a large population of German settlers that by 1809 Lancaster was publishing a Germany language newspaper, *Der Ohio Adler*.

Ebenezer Zane, beginning with Zane's Trace, played a major role in the social and economic development of Ohio, placing it on the path to statehood.